



National Transportation Safety Board Aviation Accident Final Report

Location:	GALLATIN, MO	Accident Number:	CHI00LA024
Date & Time:	11/07/1999, 2200 CST	Registration:	N9927L
Aircraft:	American AA-1B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The airplane impacted an unseen deer during a night landing at a private airstip.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: On-ground collision with an animal during landing roll. The night conditions were a contributing factor.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

1. (C) OBJECT - ANIMAL(S)
2. (F) LIGHT CONDITION - NIGHT

Factual Information

On November 7, 1999, at 2200 central standard time, an American AA-1B, N9927L, owned and piloted by a private pilot, was substantially damaged after impacting a deer during landing on the southeast runway (3,200 feet by 30 feet) of a private airstrip called the Lake Viking Airport, near Gallatin, Missouri. Night visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 business flight was not operating on a flight plan. The pilot and passenger reported no injuries. The deer was fatally injured. The flight departed the Chillicothe Municipal Airport, Chillicothe, Missouri, at 2140, en route to the Lake Viking Airport.

The pilot reported the following in a written statement, "While approaching Rwy 15, no deer or obstructions were observed by Rwy. lights or landing light. Upon flair, when main gear tires were just ready to touch ground, an unseen (12 pt. Buck) deer struck the front and right wing of the airplane. Plane spun around and slid sideways to the right as main gear were just touching runway. Plane departed runway at appox. 45 degree angle as full left rudder, full left aileron, and power was applied. Collision with hanger was avoided and plane came to rest in grass parallel to runway. Nose strut was found near dead deer at point of impact. E.L.T. was sounding through radio, so K.C. center was notified on freq. 125.25 of accident. Columbia F.S.S. was called via phone within 10 minutes, then again after E.L.T. was disarmed."

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/17/1997
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1086 hours (Total, all aircraft), 465 hours (Total, this make and model), 1020 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	American	Registration:	N9927L
Model/Series:	AA-1B AA-1B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	AA1B-0227
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	06/11/1999, Annual	Certified Max Gross Wt.:	1560 lbs
Time Since Last Inspection:	34 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1774 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-C2C
Registered Owner:	BRYAN WOOD	Rated Power:	115 hp
Operator:	BRYAN WOOD	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	STJ, 826 ft msl	Distance from Accident Site:	250 Nautical Miles
Observation Time:	2153 CST	Direction from Accident Site:	38°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	8 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12° C / 9° C
Precipitation and Obscuration:			
Departure Point:	CHILLICOTHE, MO (CHT)	Type of Flight Plan Filed:	None
Destination:	(1M03)	Type of Clearance:	
Departure Time:	2140 CST	Type of Airspace:	Class G

Airport Information

Airport:	LAKE VIKING (1M03)	Runway Surface Type:	
Airport Elevation:	940 ft	Runway Surface Condition:	
Runway Used:	15	IFR Approach:	
Runway Length/Width:	3200 ft / 30 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MITCHELL F GALLO	Report Date:	01/18/2001
Additional Participating Persons:	TOM CAMPBELL; KANSAS CITY, MO		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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